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CENTRAL INTELLIGENCE AGENCY 25X1

REPORT

INFORMATION REPORT

CD NO.

COUNTRY East Germany

DATE DISTR 12 October 1953

SUBJECT Information on the East German Railroads

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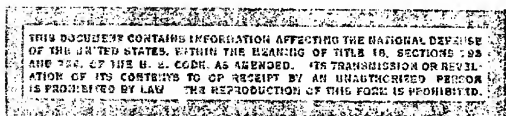
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PLACE  
ACQUIRED

NO OF ENCL'S  
(LISTED BELOW)

DATE OF  
INFO

SUPPLEMENT TO  
REPORT NO.



THIS IS UNEVALUATED INFORMATION

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1. On 12 July 1953, [redacted] there was no change in the status of the locomotive columns parked at Ducherow and Ruednitz. The same observation was made on 17 July regarding the locomotive column at Strasburg. 1 On 4 and 17 June, the locomotives of the locomotive column at Blumenhagen were withdrawn. [redacted] were sent for overhauling to various railroad repair shops. On 17 June, [redacted] six locomotives, which were not fired, parked at Pesevalk railroad station. [redacted]

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1. According to [redacted] the following coal reserves were available on 15 July:

Ruhr coal : 1,300 tons  
Other type hard coal : 83,800 tons  
Brown coal briquettes: 55,800 tons

Total : 140,900 tons 4

2. On 13 July, the Berlin regional railroad headquarters ordered that a shuttle train of 16 BRm flatcars be formed at Pankow and dispatched to Fangschleuse. A further shuttle train of 19 BSy flatcars was to be dispatched from Pankow to Friedrichshagen. The shuttle trains were to be kept available at the railroad stations mentioned. 2

[redacted] the Cottbus regional railroad headquarters had to furnish 10 passenger cars for the Berlin railroad district. The same order was given to all the other regional railroad headquarters. The equipment was to be employed on railroad bypasses around Berlin, i.e. on the lines from Potsdam to Berlin-Ostbahnhof and from Berlin-Ostbahnhof to Birkenwerder. 6

25X1

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CLASSIFICATION		SECRET		DISTRIBUTION	
1	NEW	1	PRB	1	
2	OLD	2	PRB	2	

25X1

SECRET [REDACTED]

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6. Prior to 11 July, the boxcars assembled in trains of 50 cars each at various railroad stations west of the Elbe River were still at their old parking sites. The trains were guarded by Soviet soldiers. On 12 July, [REDACTED] the number of empty cars had been increased. A new train of 50 empty boxcars each was seen at Wolmirstedt railroad station and near Stendal airfield.

25X1

- a. The repair shop was directly subordinate to the Directorate General Railroad, Berlin. It was headed by one Erich Naumann, 32 years old, a former welder and convinced Communist. He was allegedly transferred to the railroad repair shop in Delitzsch. Deputy chief of the installation was Ernst Behrer, a Sudeten German, 55 years old, and a convinced Communist. 8

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- b. The installation is the biggest of its kind in East Germany. [REDACTED] the park of railroad tank cars available in the zone was in poor condition in the fall of 1952.

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- c. The quota of tank cars to be daily repaired at the installation had correspondingly been increased in the course of the last years, for the last time in the spring of 1952, when the daily output was raised from 20 to 24 cars. Actual production at the plant could be gradually increased, but it always remained behind schedule. Since the fall of 1951, the daily output has varied from 16 to 18 railroad tank cars. In the spring of 1952, the installation was ordered to fulfill its assigned production quota by employing an installation in Dessau and another one in Quedlinburg as subsidiary plants. [REDACTED]

25X1

[REDACTED] The output at the Jena installation could only be raised by a sufficient delivery of materials. There was a critical shortage of section iron for the repair of undercarriages, wheel sets, and hard metals required for the turning of wheel flanges. This shortage necessitated the stripping of railroad tank cars although they were not beyond repair.

25X1

- d. Two types of tank cars were repaired at the installation, i.e. a two-axle car with a load capacity of 16 cubic tons, and a four-axle car with a load capacity of 30 cubic tons. Tank cars used for the transportation of gasoline were given a silvery coat of paint, while cars used for the shipment of oil and tar products were painted brown and black respectively. Tank cars which were convertible from standard to Soviet gauge and vice versa had rails which were by 12 cm longer than those of the other type cars. The wheels were adjustable on these axles. 9 [REDACTED]

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Comment. This information confirms the locomotives of deactivated locomotive columns 2, 4, 5, and 8 stationed in Duerchow, Ruednitz and Strasburg respectively. [REDACTED]

Comment. [REDACTED] the locomotives previously parked in Blumenhagen (deactivated locomotive column No 12) were moved to Loeknitz east of Pansowik. [REDACTED]

Comment. These locomotives were also observed [REDACTED] They are reserve equipment of locomotive columns Nos 2, 4, 5, and 8 stationed in Frankfurt/Oder. [REDACTED]

Comment. According to the daily coal consumption quota in force for 1952 (17,800 tons), the coal reserves mentioned were adequate for 8 days' requirements as against reserves for 7.5 days' requirements available on 8 July. [REDACTED]

25X1

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25X1

-3-

Comment. This information refers to tank shuttle trains to be kept available for use by the Soviets. The railroad stations mentioned were previously used for the parking of such tank shuttle trains.

Comment. This measure was designed to facilitate the transportation of passengers on the northern and southern sections of the railroad circuit around Berlin. The utilization of the line sections mentioned became necessary when traffic on the Berlin elevated train lines came to a standstill during the Berlin uprising.

Comment. The assembling of a total of about 350 railroad cars at the Salzwedel, Stendel, Schoenhausen, and Packebusch railroad stations after about 9 June was reported previously. Since the equipment assembled consisted of boxcars which had probably been converted to troop cars, it is believed that the cars were to be used for troop movements. There is a possibility that these trains are to carry discharged soldiers to the USSR.

Comment. This repair installation is assigned to the Central Railroad Car Administration, previously Railroad Tank Car Distributing Point.

Comment. This description refers to the fully automatic change of gauges which consists in the adjustment of wheels on their axles. On this modern procedure, date, no such cars have been observed in operational use.

25X1

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